

STOCK MARKET SHOWS ANIMATION

Professionals Timid About Selling in the Face of Good Reports.

HARRIMAN A STRONG BULL

Public Disposed to Believe All Rumors Favorable to an Advance.

NEW YORK, May 13.—While the strength in today's stock market was irregularly manifested, there was no mistaking its decided character, and the speculation showed animation and considerable variety. The principal operations were attributed still to the financial powers, and the professional element was timid about venturing to sell the market in face of this belief in support by such formidable forces. The purpose to foster the demand for new capital issues was believed to prompt the measures to control the market, and as the Harriman Pacific are credited with largest interest at present in this purpose, owing to the imminence of new issues, the sustaining operations in the stock market were commonly believed to emanate from sources in alliance with these companies. The alluring temper of the speculation was clear from the avidity with which hints of favorable events were seized upon to rush up prices, while events seeming to bear unfavorably on the market were ignored. Disclosures receded to-day in London and Berlin, and a possible reduction in the Bank of England official rate to-morrow to 2 1/2 per cent. was under discussion.

Bonds were steady. Sales, par value, \$4,407,000. United States bonds were unchanged. Total sales of stocks to value were \$14,200 shares.

NEW YORK, May 13.—Money on call, 1 1/2-2 per cent.; ruling rate at 1 1/2; closing bids, 1 1/2-2, offered at 1 3/4 per cent. Time loans, very dull at 1 1/2-2 per cent. 2 1/2-2 per cent. for sixty days, 2 1/2-2 per cent. for six months, 3 1/2-2 per cent. Prime mercantile paper, 3 1/2-2 per cent. Sterling exchange active, with actual business in bankers' bills at \$187.25 for demand and at \$185.10 for sixty-day bills. Commercial bills, \$184.75-8. Bar silver, \$22.50. Mexican dollars, 47.

RICHMOND STOCK MARKET.

Richmond, Va., May 13, 1908.

SALES AT BOARD.

Virginia Carolina Chemical, 5 p. c.

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OFFICIAL RANGE AND SALE OF STOCKS IN NEW YORK.

By Thomas Branch & Co., Bankers and Brokers.

| SALES: | Open. | High. | Low. | Closing. | Bid. Asked | SALES: | Open. | High. | Low. | Closing. |
|----------------------------------|--------|--------|--------|----------|------------|---------------------------------|---------|---------|---------|----------|
| 100 Allis-Chalmers, pfd. | 8 1/4 | 8 1/4 | 8 1/4 | 8 1/4 | 8 1/4 | Int. Metropolitan, pfd. | 33 1/2 | 34 1/2 | 33 1/2 | 34 1/2 |
| 100 Allis-Chalmers, pfd. | 8 1/4 | 8 1/4 | 8 1/4 | 8 1/4 | 8 1/4 | 300 International Paper | 10 1/2 | 10 1/2 | 10 1/2 | 10 1/2 |
| 100 Amalgamated Copper | 65 | 65 1/2 | 65 | 65 1/2 | 65 1/2 | 1,000 Int. Paper, pfd. | 57 | 57 1/2 | 57 | 57 1/2 |
| 100 American Can, pfd. | 37 1/2 | 37 1/2 | 37 1/2 | 37 1/2 | 37 1/2 | 100 International Paper | 10 1/2 | 10 1/2 | 10 1/2 | 10 1/2 |
| 100 American Can, pfd. | 37 1/2 | 37 1/2 | 37 1/2 | 37 1/2 | 37 1/2 | 1,000 Lehigh Valley | 136 | 136 | 136 | 136 |
| 100 Amer. Car and Foundry, pfd. | 37 1/2 | 37 1/2 | 37 1/2 | 37 1/2 | 37 1/2 | 100 Manhattan | 136 | 136 | 136 | 136 |
| 100 American Cotton Oil | 20 1/2 | 21 1/2 | 20 1/2 | 21 1/2 | 21 1/2 | 100 Metro. Street Railway | 11 | 11 | 11 | 11 |
| 1,100 American Locomotive | 30 1/2 | 31 1/2 | 30 1/2 | 31 1/2 | 31 1/2 | 2,500 M. & E. Ry. Co. | 11 | 11 | 11 | 11 |
| 100 American Locomotive, pfd. | 10 1/2 | 10 1/2 | 10 1/2 | 10 1/2 | 10 1/2 | 2,000 Mo. Kan. and Texas | 28 1/2 | 29 1/2 | 28 1/2 | 29 1/2 |
| 100 American Smelting | 75 1/2 | 76 1/2 | 75 1/2 | 76 1/2 | 76 1/2 | 300 Mo. Kan. and Tex., pfd. | 60 1/2 | 61 | 60 1/2 | 61 |
| 100 Amer. Smelting, pfd. | 36 1/2 | 37 1/2 | 36 1/2 | 37 1/2 | 37 1/2 | 3,120 Missouri Pacific | 50 1/2 | 51 1/2 | 50 1/2 | 51 1/2 |
| 1,100 American Sugar, pfd. | 12 1/2 | 12 1/2 | 12 1/2 | 12 1/2 | 12 1/2 | 100 Nash. Can. | 10 1/2 | 10 1/2 | 10 1/2 | 10 1/2 |
| 100 American Tobacco | 25 1/2 | 26 1/2 | 25 1/2 | 26 1/2 | 26 1/2 | 1,000 National Lead | 62 1/2 | 63 | 62 1/2 | 63 |
| 100 American Tobacco, pfd. | 9 1/4 | 9 1/4 | 9 1/4 | 9 1/4 | 9 1/4 | 2,400 New York Central | 105 1/2 | 106 | 105 1/2 | 106 |
| 100 Anaconda Copper | 4 1/4 | 4 1/4 | 4 1/4 | 4 1/4 | 4 1/4 | 100 N. Y. C. and W. R. | 10 1/2 | 10 1/2 | 10 1/2 | 10 1/2 |
| 100 Atlantic Coast Line | 12 1/2 | 12 1/2 | 12 1/2 | 12 1/2 | 12 1/2 | 100 Norfolk and Western | 7 1/2 | 7 1/2 | 7 1/2 | 7 1/2 |
| 100 Atlantic Coast Line, pfd. | 12 1/2 | 12 1/2 | 12 1/2 | 12 1/2 | 12 1/2 | 500 Northern Pacific | 134 | 134 1/2 | 134 1/2 | 134 1/2 |
| 100 Atchafalaya | 11 1/2 | 11 1/2 | 11 1/2 | 11 1/2 | 11 1/2 | 100 Pennsylvania | 27 | 27 1/2 | 27 | 27 1/2 |
| 100 Atchafalaya, pfd. | 11 1/2 | 11 1/2 | 11 1/2 | 11 1/2 | 11 1/2 | 100 Peoples Gas | 9 1/4 | 9 1/4 | 9 1/4 | 9 1/4 |
| 200 Atlantic Coast Line | 12 1/2 | 12 1/2 | 12 1/2 | 12 1/2 | 12 1/2 | 1,170 Pressed Steel Car | 28 1/2 | 29 | 28 1/2 | 29 |
| 200 Brooklyn Rapid Transit | 50 1/2 | 51 1/2 | 50 1/2 | 51 1/2 | 51 1/2 | 100 Republic Iron and Steel | 18 1/2 | 18 1/2 | 18 1/2 | 18 1/2 |
| 100 Canadian Pacific | 15 1/2 | 16 1/2 | 15 1/2 | 16 1/2 | 16 1/2 | 100 Republic Iron and Steel | 18 1/2 | 18 1/2 | 18 1/2 | 18 1/2 |
| 100 Chesapeake and Ohio | 4 1/4 | 4 1/4 | 4 1/4 | 4 1/4 | 4 1/4 | 100 Republic Iron and Steel | 18 1/2 | 18 1/2 | 18 1/2 | 18 1/2 |
| 100 Chicago and North Western | 12 1/2 | 12 1/2 | 12 1/2 | 12 1/2 | 12 1/2 | 100 Rock Island, pfd. | 37 | 37 1/2 | 37 | 37 1/2 |
| 100 Chi. Mil. and St. Paul | 13 1/2 | 13 1/2 | 13 1/2 | 13 1/2 | 13 1/2 | 100 Ry. Steel Spring, pfd. | 45 1/2 | 46 1/2 | 45 1/2 | 46 1/2 |
| 100 Chi. Mil. and St. Paul, pfd. | 13 1/2 | 13 1/2 | 13 1/2 | 13 1/2 | 13 1/2 | 200 S. Steel, pfd. | 15 1/2 | 15 1/2 | 15 1/2 | 15 1/2 |
| 100 Cleveland, Cin. and St. L. | 34 1/2 | 35 1/2 | 34 1/2 | 35 1/2 | 35 1/2 | 3,750 Southern Pacific | 15 1/2 | 15 1/2 | 15 1/2 | 15 1/2 |
| 1,500 Colorado Fuel and Iron | 28 1/2 | 29 1/2 | 28 1/2 | 29 1/2 | 29 1/2 | 1,000 Southern Railway | 17 1/2 | 17 1/2 | 17 1/2 | 17 1/2 |
| 1,125 Colorado and Southern | 30 1/2 | 31 1/2 | 30 1/2 | 31 1/2 | 31 1/2 | 1,000 Southern Railway, pfd. | 16 | 16 1/2 | 16 | 16 1/2 |
| 1,000 Colorado and Southern | 30 1/2 | 31 1/2 | 30 1/2 | 31 1/2 | 31 1/2 | 17 Southern Railway | 17 1/2 | 17 1/2 | 17 1/2 | 17 1/2 |
| 1,000 Col. and South. 2d pfd. | 50 1/2 | 51 1/2 | 50 1/2 | 51 1/2 | 51 1/2 | 1,700 Tennessee Copper | 37 1/2 | 37 1/2 | 37 1/2 | 37 1/2 |
| 100 Consolidated Gas | 12 1/2 | 12 1/2 | 12 1/2 | 12 1/2 | 12 1/2 | 1,000 Texas Pacific | 22 1/2 | 22 1/2 | 22 1/2 | 22 1/2 |
| 100 Consolidated Gas, pfd. | 12 1/2 | 12 1/2 | 12 1/2 | 12 1/2 | 12 1/2 | 122 Union Pacific | 140 1/2 | 140 1/2 | 140 1/2 | 140 1/2 |
| 1,000 Distillers' Sec. Corp. | 34 1/2 | 35 1/2 | 34 1/2 | 35 1/2 | 35 1/2 | 5,100 United States Rubber | 10 1/2 | 10 1/2 | 10 1/2 | 10 1/2 |
| 1,000 Erie | 20 1/2 | 20 1/2 | 20 1/2 | 20 1/2 | 20 1/2 | 4,000 United States Steel | 37 1/2 | 37 1/2 | 36 1/2 | 37 1/2 |
| 1,000 Erie, 1st pfd. | 36 1/2 | 36 1/2 | 36 1/2 | 36 1/2 | 36 1/2 | 1,000 United States Steel, pfd. | 10 1/2 | 10 1/2 | 10 1/2 | 10 1/2 |
| 1,000 Erie, 2d pfd. | 36 1/2 | 36 1/2 | 36 1/2 | 36 1/2 | 36 1/2 | 200 Va.-Car. Chemical | 9 1/2 | 9 1/2 | 9 1/2 | 9 1/2 |
| 200 General Electric | 137 | 137 | 137 | 137 | 137 | 10 Va.-Car. Chemical, pfd. | 9 1/2 | 9 1/2 | 9 1/2 | 9 1/2 |
| 1,000 Great Northern, pfd. | 12 1/2 | 12 1/2 | 12 1/2 | 12 1/2 | 12 1/2 | 500 Wabash | 11 1/2 | 11 1/2 | 11 1/2 | 11 1/2 |
| 1,000 Great Northern, Ore. etc. | 50 1/2 | 50 1/2 | 50 1/2 | 50 1/2 | 50 1/2 | 100 Western Union | 23 1/2 | 23 1/2 | 23 1/2 | 23 1/2 |
| 1,000 Illinois Central | 12 1/2 | 12 1/2 | 12 1/2 | 12 1/2 | 12 1/2 | 720 Western Union | 23 1/2 | 23 1/2 | 23 1/2 | 23 1/2 |
| 1,400 Int. Metropolitan | 11 1/2 | 11 1/2 | 11 1/2 | 11 1/2 | 11 1/2 | Total sales, \$20,200 shares. | | | | |